

REMARKS/ARGUMENTS

Claims 1-20 are in the application. Claims 1-20 stand rejected by the Examiner on grounds from the Second Office Action dated August 9, 2004. The examiner's remarks fail to support a finding of obviousness of the applicant's claims as set out below. Reconsideration is respectfully requested.

Claims 1-9 have been respectfully amended to satisfy the examiner's suggestions while maintaining the applicant's invention without adding any new matter.

Under §103(a), the examiner has rejected claims 10-14 as being unpatentable over Kawasaki in view of Durley et al., objected to claims 15-20 as being dependent upon a rejected base claim, but suggested that the claims would be allowed if rewritten in independent form to include all of the limitations of the base claim and any intervening claims. Applicant respectfully request reconsideration of these rejections.

The burden is on the Examiner to establish a prima facie case of obviousness under §103.MPEP §2142. Because the Examiner has failed to establish a prima facie case of obviousness of any claim as recited in the application, all these rejections should be withdrawn.

Regarding claims 10-14, the Examiner states that Kawasaki discloses the claimed human voice auditory sound chip which is met by voice reproducing means, the claimed means for enabling at least a discernible message which is met by speaker for voice warning and for broadcasting the reproduction messages. Applicant contests that Kawasaki clearly teaches a voice warning device in the old fashion and expensive way of utilizing a record disk as a recording medium to store the wordings for the warning messages addressed specifically for pre-selected abnormal conditions of a vehicle device. Distinctively, Applicant's device introduces a chip technology means for enabling voice auditory warning, which is also a cheaper and advanced technology to a disk recording machine. In addition, Applicant's technology is focused on detecting pre-mechanical operation of a vehicle's components, while Kawasaki's device clearly addresses detection of abnormal conditions of vehicle devices. Clearly stated, detecting vehicle's pre-mechanical operation and detecting vehicle's abnormal conditions are like comparing apples and oranges because one instance of pre-mechanical operation of operation of a vehicle's component detects the operation of that component instantly and communicates the same in human voice. But detecting an abnormal condition of a vehicle's device clearly refers to the

devices failure to operate as per their design applications. Conclusively, Kawasaki's device is clearly centered on failed components, while Applicant's system is a more unique and advanced approach of communicating vehicle's pre-mechanical operation to passerby, vehicle's driver, and vehicle's passengers to keep them aware of these operations and to avoid accident due to the operations of these components. That is, Applicant's system teaches advanced safety to avoid applied operational accident while Kawasaki teaches means to communicate devices failure.

Therefore, Kawasaki and Durley et al should not be taking in any combination.

Applicant acknowledges that Durley et al teaches a sensor means for determining if personnel is present in one or more predetermined danger zone proximate to the vehicle when loading or unloading personnel. The warning sound is to direct the driver's attention to personnel leaving or entering the vehicle before moving the vehicle. The warning sound is only enabled when a personnel is detected within any one of the danger zone to keep the driver of the vehicle aware of such presence of the personnel. Durley et al. clearly teaches means for making the driver of a vehicle to be aware of the presence of a person within designated areas of the vehicle's external environment where the driver's mirror is limited, and warning is only enabled if the person is within a predetermined danger zone and not pre-mechanical operations of a vehicle as disclosed by Applicant.

The applicant has made necessary amendments to the claims, satisfying what he claims as his invention, but without adding any new matter.

In view of the foregoing remarks and the submitted amendments to the claims, Applicant believes that all of the claims are patentably distinct from the prior art of record and are in condition for allowance. The examiner is respectfully requested to pass the above application to issue. The Examiner is invited to contact the undersigned at the telephone number listed below if needed.

Amendment to the claims

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1. (Currently amended) Advanced audio safety apparatus for use with a vehicle and transportation equipment having at least a transmission means, a braking means, and a backing means, ~~wherein communication signal is enabled~~ for enabling communication signal indicative of communicating at least a predetermined mechanical operation of said vehicle and for broadcasting the said mechanical operation in human voice ~~[[audio]]~~ auditory response thereon, comprising:
 - a. at least a switch terminal means responsible for energizing said communication ~~[[means]]~~ signal responsive to said predetermined mechanical conditions of a vehicle with the potential to cause injury;
 - b. an input terminal in connection with a logic switch means for receiving current from said switch terminal and for identifying said energized communication signal indicative of coded data transmission responsible for ~~enabling~~ activating at least a defined voice auditory in response to at least a prescribed predetermined mechanical operation of ~~[[a]]~~ said vehicle;
 - c. at least a control means having at least a central processing unit CPU for relaying communication signals and for retrieving said energized signal indicative of ~~communication~~ communicating with plurality switches, said switches responsive for initiating at least a human voice auditory response with at least a voice auditory chip referencing at least a prescribed mechanical operation of at least a vehicle;
 - d. means for transforming said energized communication signal into ~~pre-selective~~ pre-selected human voice auditory communication signal indicative of vehicle normal mechanical operation;

e. an internal logical interface means in communication with said central processing unit;

f. at least a voltage suppressor means in communication with said internal logical interface means responsive for filtering out unwanted voltage;

g. a braking means in communication with at least a ~~braking~~ chip having at least embedded human voice, ~~wherein said braking and said chip means~~ enables communication with said central processing unit;

h. an automatic control ~~controlling~~ means in communication with at least a switch terminal means for allowing operation of ~~[[said]]~~ at least a controlled energy means, said controlled energy means responsive for enabling signal communication to said predetermined mechanical component of at least a vehicle, wherein said ~~control~~ controlled energy means further enables comparing said coded signals at the logic switch means indicative of operative target ~~[[for]]~~ of at least a predetermined mechanical operation of a vehicle ~~[[,]]~~ for enabling activation of at least a specific human voice auditory responses unique to at least said switch terminal output energy source;

i. a database means responsive for data dictionary, said data dictionary in communication with at least a voice auditory sound chip for defining unique and prescribed human voice auditory messages, and wherein said sound chip in communication with at least a logic interface means for selectively broadcasting said defined human voice auditory response indicative of at least a discernible message;

j. human voice auditory sound chip means responsive for said output and for communicating with said database means, wherein said database means responsive for said human voice auditory output to at least a broadcasting means responsive for amplifying said output signal, and wherein said broadcasting means further includes means for emitting responses indicative of safety warning in response to potentially

predetermined mechanical operation associated with the ~~operation~~ components of at least a vehicle;

k. a ~~processing~~ microprocessor means in communication with said automatic control means for processing said database system;

- l. an amplifying means in ~~communication~~ connection with said automatic control means, said automatic control means being in communication with said voice auditory sound chip and said amplifying means for receiving and amplifying said human voice auditory communication signal for enabling sound clarity; and
- m. a water proof speaker means mounted internal/external to the body of said vehicle for broadcasting said amplified sound signal.

2. (Currently amended) Advanced audio safety apparatus as claimed in claim 1, wherein said switch terminal enables communication signal indicative of at least a vehicle transmission in a reverse mode, for initiating selective and prescribed human voice auditory communication signal for broadcasting to at least a passer-by external and/or rearward to the vehicle in response to said vehicle reverse motion, and wherein a delay delays said communication signal response after at least every second.

3. (Currently amended) Advanced audio safety apparatus as claimed in claim 2, wherein said switch terminal enables communication signal to at least a data identifying means indicative of at least a defined pre-mechanical operation of at least a vehicle, said pre-mechanical operation enables selective and prescribed data transmission through energized communication signal indicative of broadcasting said data responsive for at least a unique human voice auditory in recognition of said predetermined mechanical operation of at least a vehicle component and wherein said predetermined mechanical operation further includes at least any of:

- a. a transmission engaged in a reverse direction;

- b. a school bus stop sign arm extended;
- c. a parking brake released;
- d. a tailgate raised/opened;
- e. a plane traveling in a reverse direction;
- f. a bed of a front-end loader raised;
- g. a cement mixer truck funneling cement and the chute either being raised/lowered.

4. (Currently amended) Advanced audio safety apparatus as claimed in claim 3, wherein said logical interface means comprising a central processing unit for communicating said energized signal from at least a switch terminal means to a database means responsive for initiating said human voice auditory signal indicative of at least a mechanical operational behavior of at least a vehicle to at least a delay for broadcasting and delaying said responses in repeating times to a passer-by external to the vicinity of said vehicle, and wherein said voice auditory signal is generated to a waterproof speaker mounted at least a top a cab of a vehicle.
5. (Currently amended) Advanced audio safety apparatus as claimed in claim 4, wherein said operational behavior of at least a vehicle includes at least a vehicular component, and wherein said vehicular component having a switch terminal means for signaling upon activation indicative of predetermined mechanical operation of said vehicle, said mechanical operation enables communication between said switch terminal means and at least an automatic ~~controlling~~ control means, said control means [[for]] allowing operational control of energy means to enable communication signal indicative of at least a human voice auditory responses unique to said vehicle component and switch terminal output source and wherein said energy means in communication with said amplifier means for generating said amplified voice auditory sound signal to a waterproof speaker, said speaker located near a noise producing portion of said vehicle.

6. (Currently amended) Advanced audio safety apparatus as claimed in claim 5, wherein said central processing unit comprising at least a sound chip in communication with database means responsible for outputting coded signal indicative of broadcasting at least a predetermined mechanical operation of at least a vehicle, and wherein said coded signal operable in human voice auditory response through amplifying means to at least a water proof speaker for enabling signal emission to at least a vicinity of said vehicle operation, and wherein said signal emission further responsive to predefined set of horn auditory signal.
7. (Currently amended) Advanced audio safety apparatus as claimed in claim 6, wherein said predetermined mechanical operation defines an alerting condition whereby at least an operating vehicle influences attention on a passenger and passer-by during normal vehicle operation, includes school bus stop sign arm comprising a switch terminal responsive for enabling communication signal indicative of predetermined mechanical operation of said vehicle, said communication signal reflective to human voice auditory response indicative of broadcasting at least an intended unique mechanical operation of said vehicle.
8. (Currently amended) Advanced audio safety apparatus as claimed in claim 7, wherein said predetermined mechanical condition, includes operation of at least a tailgate of at least a dump truck, and wherein said tailgate comprises a switch terminal for enabling communication indicative of broadcasting operational sequences when the said tailgate is being raised, and further comprises a bed of at least a front-end loader vehicle responsive for allowing current pulses to enable selected human voice auditory communication in response to said mechanical operation for broadcasting thereon.
9. (Currently amended) Advanced audio safety apparatus, as claimed in claim 8, wherein said means for enabling said discernable message in response to said output from at least a switch terminal for a vehicle component responsible for outputting electrical energy, said electrical energy responsive for activating signal

communication means in response to said switch terminal output, said electrical energy further responsive for enabling human voice auditory signal communication in response to specific vehicle component pre-mechanical operation, wherein said communication for pre-mechanical operation of a vehicle is broadcast through at least a speaker means.

10. (Currently amended) ~~Advanced audio safety apparatus for a vehicle and transportation equipment for communicating to pedestrians, vehicle drivers, and vehicle passengers in human voice auditory response, includes at least a logic interface means for enabling interactive signal communication to at least an electronic amplifying means, wherein said electronic amplifying means empowers at least coded data responsive for communicating with at least a vehicle component, and wherein said coded data indicative of signal transmission from at least an assigned switch terminal means for enabling broadcasting of selective and prescribed human voice auditory response through at least a waterproof speaker, comprising:~~ Advanced audio safety apparatus for a vehicle and transportation equipment having at least a transmission means, a braking means, and a backing means for communicating a safety warning process by alerting pedestrians, vehicle drivers, and vehicle passengers in human voice auditory response the predetermined mechanical operation of a vehicle component, the advanced audio safety apparatus comprising:

- ~~— a. human voice auditory sound chip;~~
- ~~— b. means for enabling at least a discernible message;~~
- ~~— c. speaker means for broadcasting said discernable message;~~
- ~~— d. school bus vehicle for outputting said broadcasting message;~~
- ~~— e. plurality industrial vehicles for outputting said broadcasting message;~~
- ~~— f. central processing unit for coordinating and processing signal communication.~~

a. at least a switch terminal means, for activating initial controlled energy indicative of initiating broadcasting of selected and prescribed voice auditory message;

- b. a control means having at least a central processing unit "CPU," for coordinating and processing said switch terminal signals to at least a voice auditory chip;
- c. at least a human voice auditory sound chip, for producing sound signal response in human voice auditory for enabling a discernable message;
- d. at least a waterproof speaker means , for broadcasting said discernable message;
- e. a logic interface means, for enabling interactive signal communication from said sound chip to at least an amplifier means;
- f. an amplifier means, for empowering said broadcasting messages responsive for communicating operating signals from at least a predetermined mechanical component of a vehicle; and
- g. at least a microprocessor having at least a chip, said chip having embedded human voice representing responses to said predetermined mechanical operation of a vehicle component.

11. (Currently amended) Advanced audio safety apparatus for alerting pedestrians, vehicle drivers, and vehicle passengers as claimed in claim 10, wherein said ~~vehicle component indicative of vehicle~~ predetermined mechanical operation of a vehicle occurs when any one of: comprising at least a transmission means operable in at least a reverse mode a transmission is shifted to a reverse direction, a parking brake means operable in releasing mode, a stop sign arm operable in extending mode, a concrete mixer vehicle operable in funneling mode, vehicle tailgate operable in opening mode, a plane traveling in a reverse direction, and a vehicle bed operable in raising mode, for energizing said central processing unit responsive for coordinating selective and prescribed discernable message in response to said switch terminal output, ~~indicative of initiating said human voice auditory response~~ and wherein said switch terminal is responsive to automatic means.

12. (Currently amended) Advanced audio safety apparatus for alerting pedestrians, vehicle drivers, and vehicle passengers as claimed in claim 11, wherein said predetermined mechanical operation of a vehicle occurs when a school bus stop sign arm is extended and activating a switch, said switch output signal activating a sound chip to responsively activating said discernable message for alerting pedestrians, vehicle drivers, and vehicle passenger in human voice auditory response indicative of at least a predetermined mechanical operation of a vehicle component

13. (Currently amended) Advanced audio safety apparatus for alerting pedestrians, vehicle drivers, and vehicle passengers as claimed in claim 12, wherein said discernable message for alerting pedestrians, vehicle drivers, and vehicle passengers occurs when at least a driver attempts to release the vehicle parking brake, and includes at least a school bus and industrial and/or commercial vehicle operation responsively outputting selective and predefined human voice auditory in response to a switch terminal energy ~~representative of~~ responsive for broadcasting at least [[a]] said pre-mechanical operation of a vehicle component.

14. (Currently amended) Advanced audio safety apparatus for alerting pedestrians, vehicle drivers, and vehicle passengers as claimed in claim 13, wherein said discernable message for alerting pedestrians, vehicle drivers, and vehicle passengers occurs when a vehicle's tailgate is open or said vehicle's bed is up, and further includes ~~vehicle devices and equipment operation in accordance with~~ vehicle pre-mechanical operation for outputting said discernable message in response to said pre-mechanical operation of said ~~devices and equipment~~ ~~operation~~ vehicle component for enabling human voice auditory responses indicative of broadcasting said operation thereon, and wherein said voice auditory response may be selected from a predefined set horn auditory signals.

15. (Currently amended) A safety warning process ~~[[for]]~~ of an advanced audio ~~safety~~ apparatus ~~in a vehicle communicating for alerting~~ pedestrians, vehicle drivers, and vehicle passengers, said safety warning process ~~for enabling~~ further enables ~~foreible~~ enforceable means of controlling the resultant behavior of said vehicle driver, said vehicle passenger, and said pedestrians upon operation of said vehicle, said process comprising steps of;

a. activating a switch terminal, said switch terminal automatically ~~responsible for~~ initiating signal communication in response responsive to predetermined mechanical conditions of a vehicle~~[[,]]~~ ~~said condition having~~ with ~~[[a]]~~ potential to cause injury ~~to at least a person;~~

b. providing current ~~[[pulses]]~~ from ~~[[a]]~~ said switch terminal to at least an input terminal of at least a logical interface means, said logical interface means containing at least a receiving means and ~~[[for]]~~ a transmitting means for receiving and transmitting said signal to at least a device ~~for initiating responses~~ responsive for outputting voice auditory communication ~~signal~~ messages;

c. transforming said current ~~[[pulses]]~~ into control energy ~~responsible for~~ enabling communication signal indicative of emitting representation of human voice auditory message representation of at least a specific pre-mechanical operation of a vehicle responsive for said at least a switch terminal operation;

d. dividing said control energy into a predetermined controlled human voice auditory message ~~energy and comparing said energy with pre-selected data representation of said energy source for generating communication signal thereof;~~

e. comparing said control energy with pre-selected data and generating at least an output emitting at least a discernable message representation of said energy source, wherein said message enables communicating educational safety steps for

~~safeguarding accidents, and wherein said energy source enables broadcasting said message in at least a human voice auditory responsive to comprehensive communication at a vicinity of said vehicle operation;~~

f. emitting said output in voice auditory response and/or at least a discernable message representing specific predetermined mechanical operation of the vehicle's components to the vehicle's surrounding ~~amplifying said human voice auditory message to at least a speaker means for transmitting said message audibly within a localized covering area for people both inside and outside of said vehicle;~~

g. emitting plurality of discernable messages for educational voice sound signals response corresponding to said output; and

h. amplifying said discernable voice sound signal response to at least a speaker means capable of transmitting said sound signal response within a localized area, to individuals both inside and outside a vehicle.

16. (Currently amended) A safety warning process [[for]] of an advanced audio safety apparatus for alerting pedestrians, vehicle drivers, and vehicle passengers as claimed in claim 15, wherein at least one of said steps for alerting pedestrians, vehicle driver, and vehicle passengers indicative of at least a predetermined mechanical operation ~~operations~~ of a vehicle ~~occurring~~ occurs when at least a transmission is engage in a ~~reverse mode during normal vehicle operation, for enabling electrical pulses responsible for initiating a selective and prescribed human voice auditory communication signal thereon~~ direction.

17. (Currently amended) A safety warning process [[for]] of an advanced audio safety apparatus for alerting pedestrians, vehicle drivers, and vehicle passengers as claimed in claim 16, wherein at least one of said steps for alerting pedestrians, vehicle drivers, and vehicle passengers indicative of at least a predetermined mechanical operation ~~operations~~ of a vehicle ~~occurring~~ occurs when at least a school bus stop sign arm is extending[[,]] ~~for enabling electrical pulses~~

~~responsible for initiating a prescribed human voice auditory communication signal thereon.~~

18. (Currently amended) A safety warning process ~~[[for]]~~ of an advanced audio safety apparatus for alerting pedestrians, vehicle drivers, and vehicle passengers as claimed in claim 17, wherein said ~~steps for alerting pedestrians, vehicle drivers, and vehicle passengers~~ indicative of at least a predetermined mechanical operation of a vehicle ~~[[,]]~~ occurs when a driver of ~~at least a~~ the vehicle attempts to release ~~[[the]]~~ a vehicle's parking brake~~[[,]]~~ ~~enabling electrical pulses responsible for initiating a prescribed human voice auditory communication signal.~~

19. (Currently amended) A safety warning process ~~[[for]]~~ of an advanced audio safety apparatus for alerting pedestrians, vehicle drivers, and vehicle passengers as claimed in claim 18, wherein said ~~warning process for alerting pedestrians, vehicle drivers, and vehicle passengers~~ indicative of vehicle predetermined mechanical ~~operation~~ operations of a vehicle occurs when ~~comprising at least a transmission means operable in at least a reverse mode, a parking brake means operable in releasing mode, a stop sign arm operable in extending mode, a concrete mixer vehicle is operable in a funneling mode, vehicle a vehicle's tailgate is operable in an opening mode, a plane traveling in a reverse direction, and a vehicle vehicle's bed is operable in a raising mode~~~~[[,]]~~ ~~for energizing said central processing unit responsive for coordinating selective and prescribed discernable message in response to said switch terminal output.~~

20. (Currently amended) A safety warning process ~~[[for]]~~ of an advanced audio safety apparatus for alerting pedestrians, vehicle driver, and vehicle passengers as claimed in claim 19, wherein said ~~steps for alerting pedestrians, vehicle drivers, and vehicle passengers, including means for enabling repeating broadcasting of said voice auditory message and horn auditory communication over a predetermined delay intervals~~ voice auditory sound signal response is produced

by a sound chip, and wherein said sound signal response may be selected from a predefined set of voice signals and repeated over a predetermined period of time.